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Docket Am. 222

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FEDERAL COMMUNICATIONS COMMISSION
WASHINGTON, D.C. 20554

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IN REPLY REFER TO:

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FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF THE SECRETARY

Honorable Connie Mack
United States Senate
517 Senate Hart Office Building
Washington, D.C. 20510-0904

Dear Senator Mack:

This is in response to your letter dated October 27, 1993, regarding an FCC rule making proceeding concerning use of the 902-928 MHz band for Automatic Vehicle Monitoring (AVM) systems. In your letter you express the opinion that AVM systems should be granted "co-channel protection." The following is a brief description of the use of the 902-928 MHz band and a brief summary of the Notice of Proposed Rule Making in PR Docket No. 93-61.

In addition to AVM systems, the 902-928 MHz band is shared by various other user groups. In order to effectively manage the shared use of this spectrum, priorities for access to this band have been established among these groups. Users with lower priority must accept interference from and may not cause interference to users that have a higher priority. The 902-928 MHz band is primarily allocated for use by the Federal Government for Radiolocation, Fixed and Mobile services; these Federal Government users must, however, accept interference from Industrial, Scientific, and Medical (ISM) devices. Following both the Federal Government and ISM devices on the priority scale are Automatic Vehicle Monitoring (AVM) systems. Next are Amateur radio operators and finally, Part 15 devices (e.g., cordless telephones, wireless local area networks, and wireless inventory systems) that are eligible to operate in this band.

In PR Docket No. 93-61 the FCC has proposed certain changes to rules pertaining to AVM systems operating in the 902-928 MHz band. See, Notice of Proposed Rule Making, PR Docket No. 93-61, 8 FCC Rcd 2502 (1993). Uses for AVM systems include locating and tracking fleets of vehicles, locating stolen vehicles, alerting authorities to emergencies, automated toll collection, and freight tracking. Currently, such systems are licensed in the 904-912 and 918-926 MHz sub-bands. In PR Docket No. 93-61 the Commission proposes that such systems be licensed throughout the entire 902-928 MHz band and that they be permitted to locate persons as well as vehicles. The Commission also recognizes the difficulty various AVM systems -- including systems of the type employed by Teletrac and automatic toll collection systems -- may have in sharing this band. The Commission, therefore, requested comment on whether it is feasible for these various AVM systems to share the 902-928 MHz band or whether some degree of channel exclusivity should be granted to certain systems.

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Because of the number and diverse nature of the various users of the 902-928 MHz band, this is an especially complex proceeding. In addition, the proceeding will have a far reaching effect on the development and implementation of the Intelligent Vehicle Highway Systems of the future. Approximately 85 entities filed extensive comments expressing their viewpoints on how to resolve the various and complex issues raised in the Notice. Many commenters' views differ in a number of respects from those offered by the Commission, and the Commission considers the opinions expressed by all commenters before making final decisions on our proposals. We are currently preparing a Report and Order that will establish the Commission's rules and policies with regard to AVM systems and hope to announce the adoption of this Report and Order in the near future.

I thank you for your interest in this matter. I trust this is responsive to your concerns.

Sincerely,

Beverly G. Baker

Ralph A. Haller
Chief, Private Radio Bureau

CONNIE MACK
FLORIDA

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United States Senate

WASHINGTON, DC 20510-0904

October 27, 1993

The Honorable James H. Quello
Acting Chairman
federal Communications Commission
1919 M Street, N.W.
Washington, D.C. 20554

Dear Mr. Chairman:

As you know, Florida has experienced tragic events over the last several months which stand to have an adverse impact on the tourist industry. Part of the solution may be Teletrac, an AVM company that will provide instant location to police when a panic button is depressed.

The Miami Airport is also installing a toll tag system. Signals from this system cause substantial interference with radio signals of AVM systems. Fortunately, the system integrator is now causing the frequencies of the toll tag system to be changed in order to avoid this problem. If the NPRM had been final, this problem would never have arisen.

As such, I believe that it is time for the FCC to give co-channel protection to AVM systems, and urge your assistance in resolving this issue.

Thank you for your attention to this matter.

Sincerely,

Connie Mack

Connie Mack
United States Senator

CM:jmc